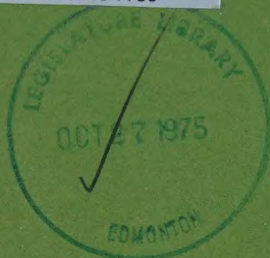


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PROGRESS TO
JUNE 1967

ALBERTA RESOURCES RAILWAY



New techniques were not overlooked, a necessity in this wilderness.



Clearing the right of way by hand and burning. Natives of the area did their share.



Site of material yard — West shore of Brule Lake



Culverts play a major part in carrying creeks and streams through the embankments — 35 miles of culverts will be installed upon completion.



There are approximately 70,000 rails required to build the Alberta Resources Railway.

The new railway joins the Canadian National Railway's Edson Subdivision at Mile 199 approximately two miles east of the old town of Brule. Location surveys began in March, 1965 and construction of the project started in December, 1965.

Brule was a coal mining town and in its "heyday" had a population of approximately 2,000. Because the need of coal diminished, the mine has long since been closed and population now stands at approximately 50. The Town of Brule was built on the need for coal and was the take-off point for a branch line to coal deposits. From this point, the railway snakes 235 miles north to the City of Grande Prairie where it will connect with the existing Northern Alberta Railway.

The project upon completion will rate as one of the toughest lines to be built since the Transcontinental rail link through the Rockies was made. Transportation of supplies, the key to success, faced major obstacles in the rugged uninhabited wilderness.

The initial survey parties travelled on horseback, roughed it like pioneers.

As the survey progressed, transportation followed. New techniques in surveying were used, i.e., tellurometer, geodimeter, along with helicopters to assist in establishing the much needed controls for the survey.

Geographically, the single track railway climbs rapidly from the Brule Lake elevation of 3,240 ft. to its summit — an elevation of 4,970 feet in the area of Shand Creek at approximately Mile 60.

This portion partially touches the massive Rocky Mountains, the stronghold of moose, bear, elk and fish. The next 50 miles quickly descends to an elevation of 3,000 feet and the site of McIntyre Mines on the north bank of the Smoky River. This descending portion is the last of the mountainous terrain encountered on the Alberta Resources Railway.

The Link from the mine site to the second Smoky crossing, a distance of 70 miles, follows the Smoky River approximately 15 feet above high water. At this second crossing the line ascends to a low summit where it descends to the third and final Smoky crossing. This area had formerly known only the toughest of prospectors and the occasional sports enthusiast.

The area south of the Wapiti River to the third Smoky crossing holds the longest tangent on the railway — 9 miles — and cuts across sand dunes and muskeg. Temperatures here vary from 52 degrees below zero in the winter to 105 degrees above in the summer.

The final leg to Grande Prairie, that portion north of the Wapiti, passes through intermittent farm land. The railway will, no doubt, stimulate agricultural development adjacent to the right of way.

The connection point with the Northern Alberta Railways is at Mile 49 on the N.A.R.'s Grande Prairie Subdivision — at present the only rail link to Grande Prairie.

There will be seven major bridges along the line and 10 lesser steel and timber structures. The largest of these will be at the Wapiti River, Mile 222, where nature gouged a 200 foot deep and 4,600 foot wide channel. Across this valley, a 2,800 foot bridge is proposed with track 190 feet above the river.

The Canadian National Railway, acting as agent for the Alberta Resources Railway Corporation, have had a staff of 220 on construction and engineering at peak times. The clearing and burning of approximately 5,000 acres along the line is mostly being done by hand and the pulpwood salvaged. An estimated total yardage of earth to be moved is a staggering 42 million cubic yards. Of this, 650,000 cubic yards were required at Flood Creek, Mile 97.8. This fill, over two round structural steel pipes, is believed to be the largest in North America.

A total of 35 miles of culvert pipe will have been placed and bolted by hand to accommodate the water cycle.

Tracklaying is one-third complete, taking rail to the Mahon Creek area, Mile 70. With favourable weather conditions to construct grade, rail is expected at the mine site in the month of December, 1967. The overall completion date is scheduled for December 31, 1968.

The main item of tracklaying equipment is the "pioneer" tracklayer which was also used on the Great Slave Lake Railway with favourable results. It acts not only as a tracklayer but also as a power unit in a work train, pulling behind it flat cars loaded with rail, ties, and rail fastenings. It lays track steadily at the rate of a mile per day.

Forest industries based in this area can only benefit from economical transportation. The heavily-treed resources area, almost untouched thus far, will be opened up to these industries by the line.

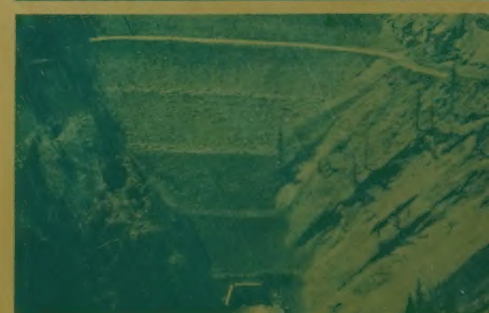
The line could perhaps in the future handle livestock, grain, coal, timber, gypsum, oil, ore, and any other minerals yet to be uncovered. Enthusiasm is high and has interested industries as far away as Japan.



115 ft. span being set in place — Berland River — Winter of '66.



Flood Creek (before) — a chasm which presented an engineering challenge.




Flood Creek (after) 650,000 cubic yards later — a 175 foot embankment over twin culvert pipes.



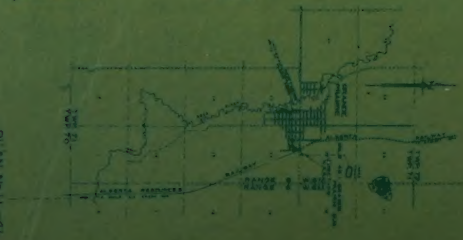
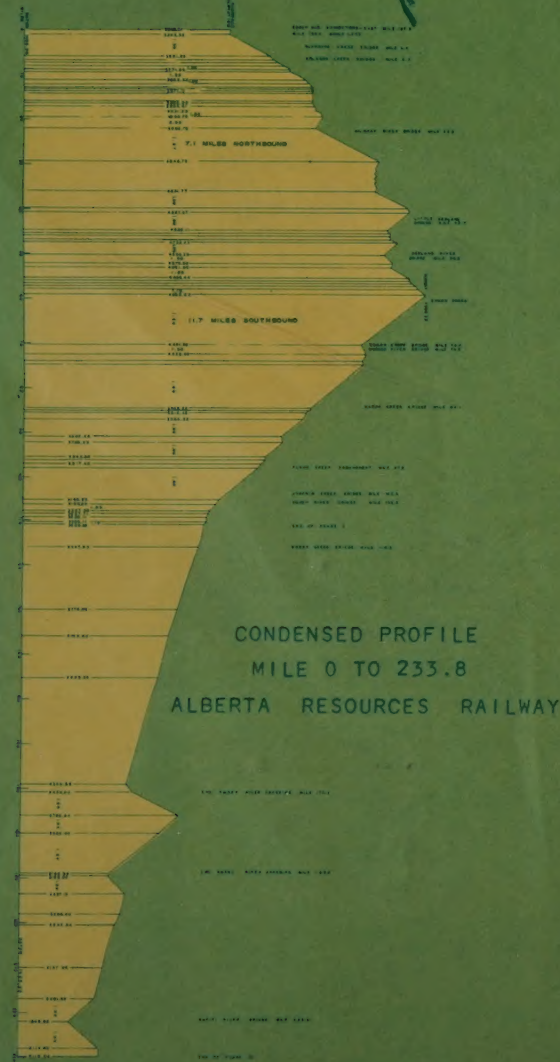
A railway to the resources — a section completed immediately north of Brule Yard.



McIntyre Mines in the preliminary mining stages. Plant site Mile 110 — north bank of Smoky River.

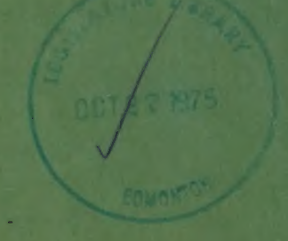


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